



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Final

669 West 200 South
Salt Lake City, UT 84101

Wednesday, June 2, 2021

1:00 PM

FrontLines Headquarters

This meeting was held remotely via phone or video conference and broadcast live for the public via the link and instructions on the UTA Board Meetings page.

<https://rideuta.com/Board-of-Trustees/Meetings>

Present: Council Member Erik Craythorne
2nd Vice-Chair Julie Fullmer
Council Member Robert Hale
Vice Chair Clint Smith
Council Member Troy Walker
Chair Karen Cronin
Council Member Mark Johnson

Excused: Council Member Leonard Call
Council Member Erin Mendenhall

Also participating were members of UTA staff, outside presenters, and members of the public.

OPENING BUSINESS

1. Call to Order

Chair Cronin welcomed attendees and called the meeting to order at 1:05 p.m., noting that this is an all-remote meeting as allowed through UTAH CODE § 52-4-207(4) due to the COVID-19 pandemic. The complete electronic meeting determination statement was read by Jana Ostler, UTA Board Manager, and is included as Appendix A to these minutes.

Chair Cronin noted that Member Call and Member Mendenhall are excused from today's meeting.

2. Safety First Minute

Sheldon Shaw, UTA Director of Safety and Security, gave a brief safety message.

3. Public Comment

Chair Cronin noted that members of the public were invited to attend and comment live during the meeting; however, no live public comment was given. It was also noted that online comment received for the meeting was distributed to the committee prior to the meeting and will be included as Appendix B to these minutes.

4. Consent

- a. **Approval of February 17, 2021 Local Advisory Council Meeting Minutes**
- b. **Approval of March 24, 2021 Local Advisory Council Transit-Oriented Development (TOD) Work Session Minutes**

A motion to approve the consent agenda was made by Member Smith and seconded by Member Fullmer. The motion carried unanimously.

CONSULTATION WITH BOARD OF TRUSTEES**5. Capital Development Update****a. 2021 Legislative Appropriations for UTA Capital Projects**

Mary DeLoretto, UTA Chief Service Development Officer, presented that of the state funding appropriations from HB433 one-time general funds of \$101.6M, \$100M is slated for double-tracking strategic sections of the FrontRunner commuter rail system, and \$1.6M is slated for a rail station in the city of Vineyard. From the funds for bonding for transportation \$232M is slated for public transit projects: \$200M is slated for double-tracking strategic sections of the FrontRunner commuter rail system, \$12M is slated for construction and improvements to the S-Line streetcar facilities in Salt Lake City, \$11M is slated for bus rapid transit (BRT) in the Salt Lake Midvalley area, \$5M is slated for an environmental study at the Point of the Mountain area, and \$4M is slated for a UTA and Sharp-Tintic railroad consolidation project in Utah County.

The FrontRunner Forward Project is to implement strategic double-tracking, vehicle technologies and safety improvements to allow for enhanced speed, frequency, capacity, and reliability of FrontRunner service. In 2021 operations modeling and simulations are being used to determine what double tracking and vehicle technologies would be needed to improve the service. A program manager is assisting with strategic planning, conceptual design, cost estimates, impact analysis, and stakeholder engagement to help keep the program moving forward. This includes beginning conceptual engineering and environmental documentation for critical double tracking areas and beginning a strategic business plan to help guide the FRF long-term investments and funding plan.

The project for the Vineyard FrontRunner station and northern Utah County double tracking includes a new Vineyard FrontRunner station and a 1.8-mile section of double-track north of the new station allowing oncoming trains to “pass” each other without having to wait at the station. In May of 2021 Pre-construction, groundbreaking, and construction began. Construction will continue through the summer and fall, with an anticipated opening in December of 2021. An additional \$1.6M was appropriated from the state legislature for the Vineyard station.

The S-Line Streetcar Extension project will extend the S-Line farther into the heart of

Sugar House, offering an alternative mode of transportation to users and community for front door access to surrounding amenities and regional urban trails, including Parleys Trail, and the McClellan Trail. In 2021 community outreach and engagement is being encouraged through coordinated efforts. A study is also being made for alignment and station location options. \$12M from the State legislature for the S-Line extension was appropriated.

The midvalley connector project will connect FrontRunner, the red line, and the blue line to the Salt Lake Community College and the green line. The 7-mile line will include 15 stations and 1.4 miles of center-running, exclusive BRT lanes. In 2021 FTA approved the project for entry into the Capital Investment Grants program and environmental documentation is being prepared for that submittal. A memorandum of understanding to solidify partner roles in the project is under development. An additional \$11M from the State legislature was appropriated for this project.

In the point of the mountain environmental analysis project a bus rapid transit (BRT) has been identified as the preferred alternative for transit running between the FrontRunner Draper station and the FrontRunner Lehi station. The system will cross The Point development and utilize the UTA right of way (ROW) from the Highline Station at 14600 South to the South Triumph Station in Lehi. The project is now moving into environmental analysis and conceptual engineering. In 2021 preferred alternative refinements are being made, conceptual engineering is beginning, and the environmental review will begin. \$5M from the State legislature for environmental and design portions of the project has been appropriated.

In the Sharp-Tintic rail consolidation project UTA owns portions of the Sharp subdivisions and the Tintic Railroad corridors, however, there is no connection between the two. This project will eliminate five at-grade crossings, facilitate future development in Springville and Spanish Fork, and allow for future UTA expansion to the south. In 2021 coordination with the cities is happening, the environmental will be finalized, and the design and conception will begin. \$4M from the State legislature was appropriated for this project.

The council did not have any questions.

b. Point of the Mountain Transit Study Locally Preferred Alternative (LPA) Update

Patti Garver, UTA Manager of Environmental and Grant Services, gave an overview of the project noting that the purpose of this project is for high-capacity transit to connect southern Salt Lake County and northern Utah County with connections to existing and emerging development areas. The project is now ready to begin environmental analysis.

This project looked at two options. The first being a gold standard BRT and the second being rail options. The BRT option is approximately half the cost, will be easier to construct and operate, and will be faster to implement than the rail option. Based on

those factors, the preferred alternative is the BRT option. This option will include:

- High-quality (“gold-standard”) BRT,
- Connects FrontRunner Draper to Lehi FrontRunner,
- Connects the Point and other emerging economic development areas,
- Up to 10 stations.

Through 2021 the project is going through LPA approval/adoption. Funding for the project will come from legislative appropriations, UTA 2021 funds, and STBG funds. Next steps include preferred alternative refinements, conceptual engineering, the completion of the environmental, and preliminary and final designs.

The council did not have any questions.

6. Budget Consultation

a. Consultation on Amendment 1 to the Authority’s 2021 Budget

Bill Green, UTA Chief Financial Officer, provided background on the proposed amendment 1 to the Authority's 2021 budget noting that it was per the Board of Trustee policy 2.1 that the Board of Trustees may amend or supplement the budget after its adoption. An increase in the overall capital budget is to be presented to the Local Advisory Council for consultation prior to final approval of the Board of Trustees. The proposed is a \$7.35M amendment. Mr. Green turned the time over to Ms. DeLoretto.

Ms. DeLoretto presented six projects with the request to increase existing capital budgets including the FrontRunner Forward project, building remodel projects, general safety projects, corridor fencing, non-revenue service vehicles, and maintaining the capital contingency budget. The Box Elder right of way preservation funds are in the budget for 2022, but will be available to purchase through UDOT surplus in 2021. The request is to accelerate the budget to make this purchase available in 2021. Two new projects are being proposed to use the State legislature appropriated funds, the S-Line extension and the 5600 West project in conjunction with the UDOT mountain corridor project.

The council asked questions on the Box Elder project and ARP funds. Ms. DeLoretto and Mr. Green responded. Discussion ensued.

7. Transit-Oriented Development (TOD) Update

a. Resolution AR2021-06-01 Approving the Updated Station Area Plan for Ogden Central Station

Paul Drake, UTA Director of Real Estate and TOD, introduced the project for review and turned the time over to Brandon Cooper of Ogden City who informed the council of the future development of the Ogden area. Jordan Swain, UTA TOD Project Manager, presented that the purpose of the update reconciles recommendations made in Ogden Onboard and Make Ogden, identifies major infrastructure improvements, provides a

more detailed vision for the FrontRunner station, and provides an implementation plan, including a phasing schedule, stakeholder responsibilities, and funding sources.

The plan in this area will calm traffic along Wall Street, frame smaller, walk-able blocks within the development, add additional west-bound connections, create strong pedestrian crossings along Wall Street and within neighborhoods, and preserve and expand options for existing and future bus routes. Parking will be overseen by Ogden City with 400 dedicated transit stalls in the southern parking structure with an option for expansion. The bus loop reconfiguration will square and consolidate the bus staging areas and incorporate a BRT platform and other related infrastructure as approved by the FTA. The FrontRunner platform may potentially be relocated to be adjacent to Union Station. Mr. Swain presented the implementation plan moving forward.

The Council asked about UTA's portion of the partnership and real estate. Mr. Drake and Mr. Swain responded. Discussion ensued.

A motion was made by Member Walker, and seconded by Member Fullmer, that this Resolution be approved. The motion carried by a unanimous vote.

8. Service Update

a. August 2021 Change Day

Nichol Bourdeaux, UTA Chief Planning and Engagement Officer, recommended moving the South Salt Lake County Microtransit Pilot to permanent service, and then turned the time over to Ryan Taylor, UTA Special Services General Manager. Mr. Taylor proposed to convert three fixed routes into Flex routes within the Microtransit area. Mr. Taylor also recommended to redistribute approximately 16,800 annual Flex route hours from within the Microtransit area to other areas of the county to improve and expand service coverage through other Flex routes. Mr. Taylor turned the time over to Eric Callison, UTA Manager of Service Planning. Mr. Callison gave an overview of the changes by route. The proposed net agency cost for these changes is \$112,000.

Member Hale asked a question about senior centers. Mr. Callison responded. Discussion ensued.

9. Discussion

a. 2021 Safety and Security Presentation

Eddy Cumins, UTA Chief Operation Officer, introduced Fred Ross, UTA Chief of Police, and Tal Ehlers, UTA Emergency Management Program Manager, and turned the time over to Chief Ross.

Chief Ross presented the UTA Police Department's current staffing numbers and positions filled and gave an overview of the 2019/2020 person and property crimes statistics. Key events for Salt Lake County are the utilization of the CODE RED

notification software for all of the police agencies in the county, enabling the ability to receive and send "real time" intel during protests and marches, and the ability to share intel with agencies in adjoining counties. Key events for Utah County are establishing regular contact with businesses along the UVX line, educating owners and managers on the reporting procedures, and collaborating with local municipalities to alleviate issues. Key events for Davis and Weber Counties are working directly with local and federal agencies to identify, track, and apprehend a known terrorist, participating in multi-agency training operation in Layton, and utilizing UTA bomb dogs to assist partner agencies throughout UTA's service area. Chief Ross turned the time over to Mr. Ehlers.

Mr. Ehlers reported on the involvement of the Emergency Management Center, noting participation in COVID-19 response, earthquake response, response to statewide protests and marches, help with high wind and weather incidents, assistance during the Vice President debate, assistance in the 2020 Presidential election, and assistance during the District Attorney case briefing. Through 2021 there has been continued participation in the Utah State emergency response team drills, emergency plans have been updated, a liaison with state and local municipalities was maintained for situational awareness, active threat exercises were conducted, and compliance with CFR 239.103 was ensured.

The council did not have any questions.

b. Open Dialogue with the Board of Trustees

Chair Cronin noted that the topic of the Board of Trustee's compensation would be addressed during the Local Advisory Council's September meeting.

The council asked questions on the upcoming vacancy of UTA's Executive Director. Chair Christensen responded. Discussion ensued.

Member Smith asked a question about ridership numbers. Chair Christensen responded. Discussion ensued.

REPORTS AND OTHER BUSINESS

10. Reports

a. Agency Report

Carolyn Gonot, UTA Executive Director, turned the time over to Mr. Cumins who reported on the ridership report for January through April of 2021. When ridership for 2021 is compared to 2019 it is down 23%, and when compared to 2020 ridership is down 54%. Mr. Cumins reported on the ridership numbers across each mode where numbers are anticipated to grow over the coming months.

The council did not have any questions but discussion on ridership ensued.

Mr. Green gave an update on the stimulus funds appropriated to UTA over the past

year. Through January 2021, all of the stimulus funds have been used to support operations and maintenance with some funds put towards minor capital investment. Beginning in February 2021, UTA began to use the stimulus funds for preventive maintenance and administration and support costs. Using the stimulus funds for preventive maintenance has the effect of "freeing up" FTA formula funds that will now be re-assigned to capital projects.

Member Fuller asked questions about funds and costs. Mr. Green responded. Discussion ensued.

b. Audit Committee Report

Member Smith reported on the Audit Committee which met on April 19, 2021 noting that there was a report on the status of the 2021 internal audit plan, as well as the positive progress of the findings from past audits. Some due dates of the findings needed to be extended to allow enough time for completion.

The council did not have any questions.

11. Other Business

a. Revised Meeting Dates for Fall 2021

The council discussed options for rescheduling the September and November 2021 Local Advisory Council meetings to avoid conflict with other events.

12. Adjourn

A motion to adjourn was made by Member Smith, and seconded by Member Hale. The motion carried by a unanimous vote.

The meeting adjourned at 3:15 p.m.

Transcribed by Stephanie Withers
Executive Assistant to the Board

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pm/sitemap/notice/680047.html> entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date: 09/15/2021

DocuSigned by:

Karen Cronin

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Karen Cronin

Chair, Local Advisory Council

Appendix A

**UTAH TRANSIT AUTHORITY
ELECTRONIC MEETING DETERMINATION**

Consistent with the Utah Open and Public Meetings Act, (UTAH CODE § 52-4-207.4), as the Chair of the Local Advisory Council ("Council") of the Utah Transit Authority ("UTA"), I hereby make the following written determinations in support of my decision to hold electronic meetings of the UTA Local Advisory Council without a physical anchor location:

1. Due to the ongoing COVID -19 pandemic, conducting Local Advisory Council meetings with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location.
2. Federal, state, and local health authorities continue to encourage institutions and individuals to limit in-person interactions.

This written determination takes effect on June 2, 2021, and is effective until midnight on July 1, 2021, and may be re-issued by future written determinations as deemed appropriate.

Dated this 12th day of May 2021.

Appendix B**Received on June 1, 2021 from George Chapman:**

UTA should be using the \$350 million in the bank to buy 300 plus electric buses. It should not attempt a major redevelopment in Ogden or in the Station Center. UTA is supposed to be a service oriented entity, not a development company.

It is pursuing eminent domain on a 7/11 that the community needs and loves and uses instead of a mostly empty parking lot 100 feet north. UTA should not be destroying small businesses. Implementing free fare on Ogden's BRT while making regular bus service stay at \$2.50 is disrespectful and seems to be used to justify a questionable project. I hope UTA does not say "BRTs are successful" because free fare is what is successful.

Carolyn Gonot knew more about mass transit service than the top 10 managers at UTA put together (except Jeff Acerson). Losing her was a serious blow to UTA providing service. The Advisory Board should investigate why she left and how would she have changed UTA if alliwed to do her job.